Flashback

arkco
F
417
.W3
F55
65:2

University of Arkansas
Libraries, Fayetteville
ARK COLL
65:2
Received on: 09-01-15
Flashback

Volume 65, Number 2, Summer 2015

Washington County Historical Society

118 East Dickson Street, Fayetteville, AR 72701
http://www.washcohistoricalsociety.org
http://www.headquartershouse.org

Submissions

Flashback (ISSN: 0428-5573) is published quarterly in the spring, summer, fall, and winter as an official publication of the Washington County Historical Society. Send all materials for publication to: *Flashback* Editor, Washington County Historical Society, 118 East Dickson Street, Fayetteville, AR 72701.

There is no payment for articles published in *Flashback*. The editor retains the right to edit all submitted articles prior to publication.

Membership

Society membership is invited to those interested in preservation of Washington County history. Annual dues for categories of members are: Senior, Student, Public Library, $15; General, $25; Trail Blazer, $50; Explorer $100; Wagon Master, $250; Pioneer, $500; Statesman, $1,000; Empire Builder, $5,000.

Members are mailed *Flashback* each quarter. Available past issues are $6 each, postpaid. Add $1 postage for issues printed in 1951 through February 1972. Web site: washcohistoricalsociety.org or headquartershouse.org.

2014-15 Officers

President	J.B. Hogan
First Vice President (Membership)	Steve Litzinger
Second Vice President (Finance)	Kim Smith
Recording Secretary	Scott Van Laningham
Corresponding Secretary	Judy Brittenum
Treasurer	Jane Davis
Flashback Editor	Charles Alison
Director of Historic Programs	Judy Costello
Past President	Hoyt Purvis

Board of Directors

Nancy Allen, Sheree Alt, Brenda Blagg, Margaret Clark, Ellen Compton, David Demorotski, Don Deweese, Greg Herman, Bill Kincaid, Carolyn Leonard, Allyn Lord, David Martinson, Timothy G. Nutt, Conrad Odom, Janet Ousterhout, Susan Parks-Spencer, Dustin Seaton, Jackie Stites

University of Arkansas Libraries

FLASHBACK

Journal of the Washington County Historical Society

Preserving Our Past for Future Generations

Volume 65 Summer 2015 Number 2

CONTENTS

A Brief History of Brentwood Landmarks.....Page 3
By Judy Drummond

Fayetteville Fire Station No. 1 .....Page 18
Nomination to the National Register of Historic Places

Fayetteville Fire Station No. 3 .....Page 38
Nomination to the National Register of Historic Places

On the Cover: Fayetteville Fire Station No. 1 was nominated by the state for inclusion on the National Register of Historic Places. It and Station No. 3 were added to the national register in June.

A Brief History of Brentwood Landmarks

By Judy Drummond

Brentwood is located seven miles south of West Fork on U.S. Highway 71 in Section 30 Township 14 Range 29. Over the years many people have confused Gunter and Brentwood. Gunter was a small short-lived community south of Brentwood in Section 31 Township 14 Range 29 on the west side of Highway 71. Although never incorporated as such, the community of Brentwood had its "official" beginnings on October 11, 1878, when Washington County established Crawford Township, and established a polling place at the Crawford School House located in what is now known as Brentwood. In addition to the family of Arthur Crawford, some of the first families to settle in the Brentwood area included those of Simeon W. Parrish, B. H. Mays, Ellis Hutchens, Thomas Jones, W. P. London, J. W. Brown, and G. T. P. Palmer.

Current Landmarks

Brentwood Cemetery

Brentwood Cemetery is the oldest landmark in Brentwood. Located on Highway 71, the cemetery has three parts to it, the oldest part being on the south side. Although there is no record of who gave the land for the original part of the cemetery, the oldest burial is that of Margaret Elizabeth Smith, born July 12, 1840, and died August 31, 1849. As time marched on, the first part of the cemetery needed more room for burials. Land for the second section of the cemetery was deeded in 1981 from Millard and Delma Watkins. The third and newest part of the cemetery is on the north side. It was deeded by Gerald and Grace Clark in 1989.

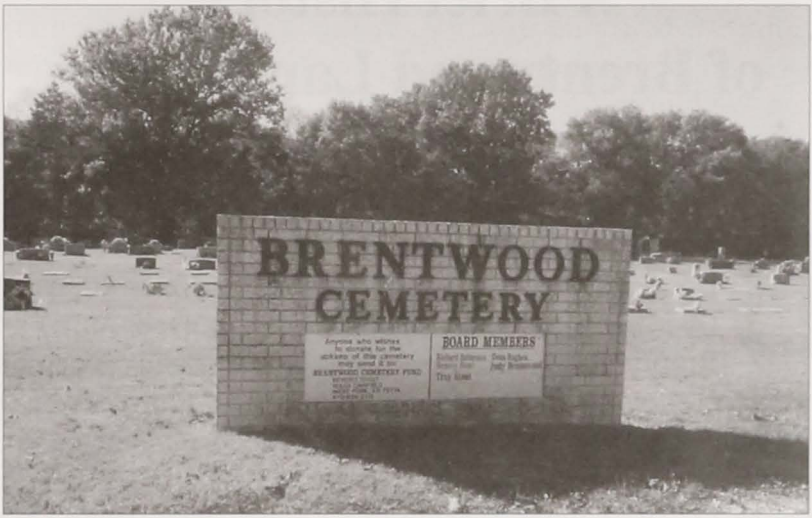


Photo courtesy of Judy Drummond

The Brentwood Cemetery, with its earliest burials dating from 1840, has continued to acquire additional land as needed to expand.

There are a lot of rock stones placed in the cemetery with no markings on them to indicate a death date or who is buried there. Families could not afford a proper marker so a rock was placed to mark the burial of the deceased. Veterans from the Civil War, World War I, World War II, and the Vietnam War are buried in Brentwood Cemetery. The first known veteran to be buried here is Milton A. Pelfrey from Company D 17th Regiment Arkansas Infantry CSA. He was born in 1839 and died in 1862. Decoration Day is the first Sunday in June of every year.

Brentwood Community Church

Established as a Methodist Episcopal Church in 1906 or 1907, the Brentwood Community Church building is the second oldest landmark in Brentwood. It is believed that the land was deeded to the church by James W. and Mary E. Brown. In 1933 trustees of the Methodist Episcopal Church (N. O. Stockburger, W. V. Land, and J. L. Smith) sold the church building to

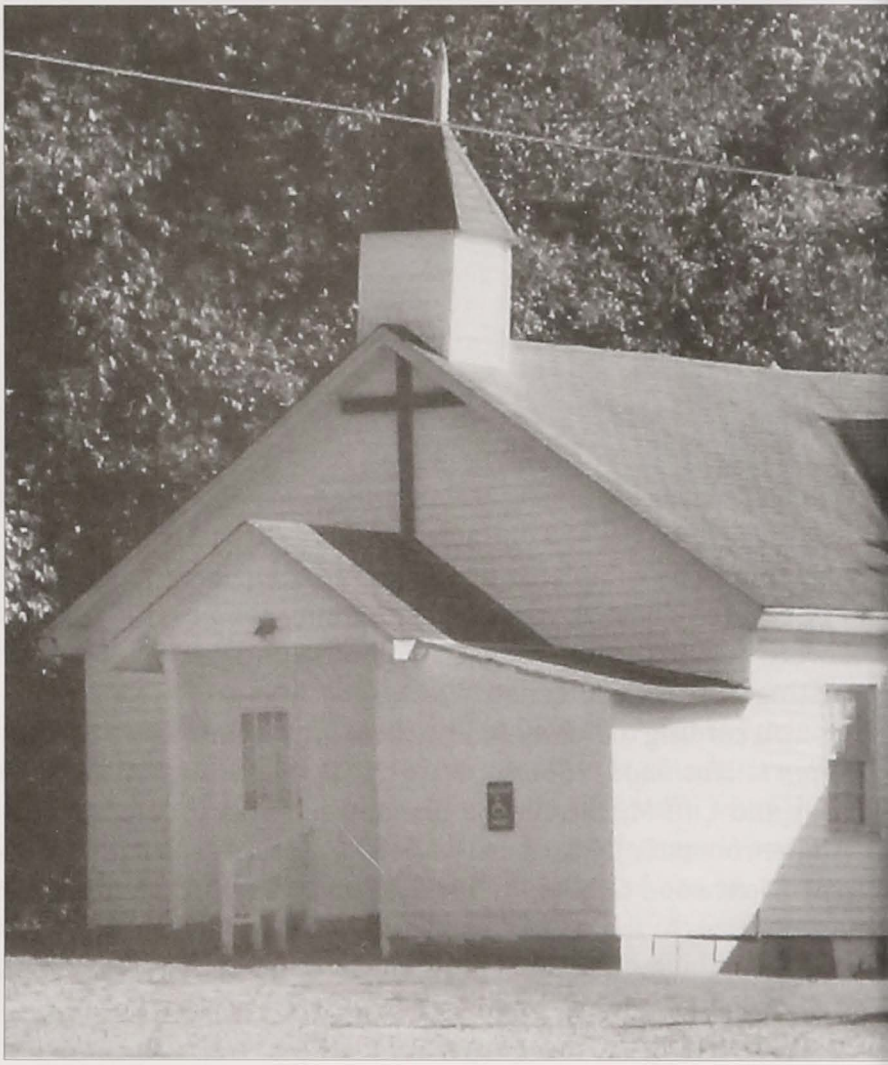
the trustees of the Brentwood Community Church (J. C. Prater, C. M. Smith, C. D. Braniard, S. B. Parrish, and Mrs. Hessie Whitney). This nondenominational congregation has witnessed many services, weddings, funerals, and Bible School sessions over the years. Long-serving preachers have included Dee Smith, Floyd Parker, and Phillip Kelley.

Brentwood School

The third oldest landmark in Brentwood is the Brentwood Community Center which was originally known as the Brentwood School. County Court Records of Washington County indicate that Common School District No. 37 was established by 1878. The school was first known as the Crawford School House. Deed records indicate that in September 1882 Giles G. and Margaret Parman deeded one acre to School District No. 37. A school building was completed in 1883 and sat where U.S. Highway 71 is, close to where the present community center is today. Classes were held in the one room schoolhouse until 1927 when the existing building was constructed.

According to *School Days, School Days...The History of Education in Washington County, 1830-1950*, Walter Ramey, Floyd Porter and Cliff Mills built the present building. It consists of two large rooms. In 1928 there were 67 students of all ages enrolled in Brentwood School. In 1940 Minnie Cross donated an additional acre to the school district. In 1949 a small concrete block lunchroom on the school ground was built. The first lunch room cook was Mrs. Kenzer followed by Mrs. Hiram Skelton.

According to *School Days, School Days...The History of Education in Washington County, 1830-1950* and the memory of Brentwood residents, some of the teachers of Brentwood School included the following: Hinda Bates, Wilma Baxter, C. H. Calhoun, Irene Canady, Bertha Caudle, sisters Maude and Emma Colley , Maxine Dearinger, Erma Deatherage, Myrtle Fine, Doyle Harris, Ethel Harris, Mr. Hefflefinger, Eunice Hefflefinger, Adelaide Hunnicut, Carl Hutchens, May Hutchens, Wayman Hutchens, Ethel Jones, husband and wife duo Leonard & Louise Jones, Arthur



The Brentwood Community Church, built in 1906 or 1907.

Karnes, Kate Karnes, Roy Karnes, Mrs. Kilgore, Mrs. Kitchel, Mrs. Lee Langston, C. R. Mason, Alice McClendon, A. Meyers, Laura Milligan, Anna Parker, Ivy Parker, Mrs. Carrie Peters, Juanita Prater, Gale Ramsey, Amanda Ray, Lloyd Reed Jr, Joe Rice, Nora Robertson, Pearl Robertson, Mary McGee Skelton, Mr. Tate,

Photo courtesy of Judy Drummond

Jewel Taylor, Mr. Triplet, and Myrtle Wilkins.

In 1948 there were only 44 students enrolled in Brentwood School. It had such a drop in enrollment, Brentwood School, like so many other schools across the state, was forced to consolidate with nearby districts. Brentwood School was consolidated

The Brentwood School, now the Brentwood Community Building, was built

with Greenland School District # 95 in 1949. In the fall of that year 9th and 10th grade students were transported to Greenland. Consolidation of all grades was completed by 1953.

Brentwood Community Building

In 1957 Greenland School officially transferred ownership of

Photo courtesy of Judy Drummond

in 1927 to replace a one-room school house.

the former Brentwood School building to the Brentwood Community Association. Original members were Phineus Ramey, Gene Huey, Carl Hughes, Alvis Watkins, and Robert Ramey. Unfortunately, the building set idle for several years and was used for only certain community events. The building began to deteriorate badly. In 2001 a committee was formed to apply for a grant

and to raise funds to make improvements to the building. In June 2001, Brentwood Community Association members Troy Stout and Dean Hughes accepted a grant of $15,000 from the Arkansas Department of Rural Services. The exterior of the Brentwood Community Building was then sided and a new metal roof was put on the building. The interior was plumbed, a restroom constructed, the kitchen and dining areas added, and a heat and air system installed.

The School Building, as we always called it, now is called the Community Building. It serves many uses such as family reunions, religious gatherings, weddings and receptions, and the very popular Blue Grass Musical. The musical is held every other Saturday from October until May.

This building has seen a lot of people of all ages come thru its doors to enjoy many different events. For sure if these walls could only talk, they would have some very interesting stories to tell.

Brentwood Rest Area & Park

It all began on May 25th 1966 when the Arkansas State Highway Commission purchased 5.4 acres for a Highway 71 Rest Area. Shortly thereafter, construction began and the rest stop opened in 1967 for use by travelers to enjoy.

On April 13th 2001 the rest area was closed by the Arkansas State Highway Department because of vandalism and lack of use since the opening of Interstate 540 a few miles west. The rest area remained closed until November 16th 2001 at which time the Arkansas Highway Commission and Washington County agreed to keep the facility open with the intention of utilizing it as a substation for the Washington County Sheriff's Office. On October 14th 2002, the Rest Area/Park reopened under the control of Washington County. The idea of a substation fell thru due to the lack of funding, but Washington County Judge Jerry Hunton agreed to keep the park open.

Concerned about keeping the rest area and park open, many Brentwood residents attended the October 14th, 2004 meeting

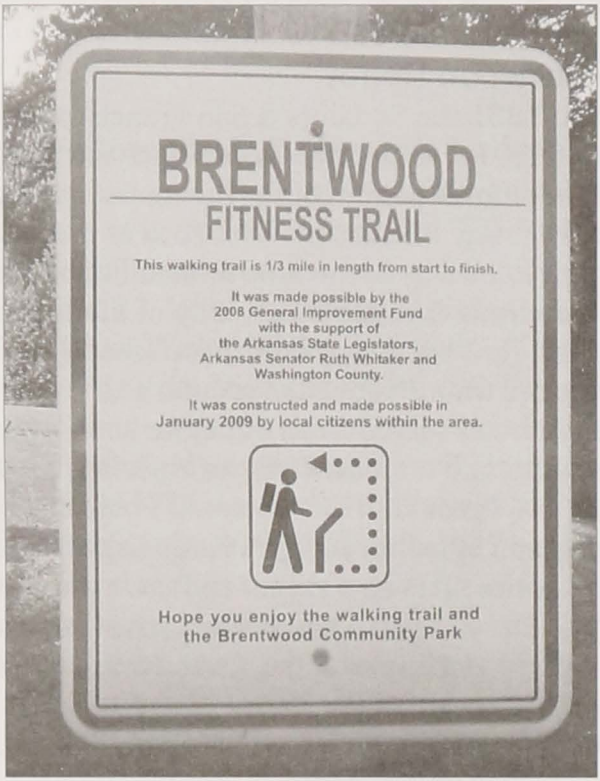
Photo courtesy of Judy Drummond

Entrance to the Brentwood Community Park, created as a rest stop for U.S. Highway 71 and opened in 1967. After Interstate 540 opened west of U.S. 71, the Arkansas Highway and Transportation Department closed the rest area in 2001. Washington County provided funding to keep the park open. In 2004, a joint agreement between the county and Brentwood residents turned it into a community park.

of the Washington County Quorum Court where they plead to keep it open. On December 9, 2004 the Washington County Quorum Court agreed, through a joint effort of Washington County and Brentwood residents, they would provide funding to keep the to keep the Brentwood Rest Area and Park open.

Since 2004 the Brentwood Rest Area & Park has received grants, which, along with fundraisers, have enabled Brentwood residents to build a pavilion and picnic tables and to purchase grills and benches. They have also installed a walking trail that enables visitors to view the West Fork of the White River. This is a beautiful place to have a picnic or to just relax down by the river.

Since becoming the Brentwood Community Park, facilities have been added including a picnic pavilion, above, and a community fitness trail that circles the park and leads to views of the West Fork of the White River, which runs on northeast side of the park.


BRENTWOOD
FITNESS TRAIL
This walking trail is 1/3 mile in length from start to finish.
It was made possible by the
2008 General Improvement Fund
with the support of
the Arkansas State Legislators,
Arkansas Senator Ruth Whitaker and
Washington County.
It was constructed and made possible in
January 2009 by local citizens within the area.
Hope you enjoy the walking trail and
the Brentwood Community Park

Photos courtesy of Judy Drummond

Long-Gone But not Forgotten Landmarks

Brentwood Depot

In 1881 the St. Louis & San Francisco Railway extended its line from Fayetteville to Brentwood and Winslow and eventually additional points south. The tracks were west of the current U.S. Highway 71 and the West Fork of the White River on what is now known as Brentwood Mountain Road or County Road 39. The railroad brought a new way of life for people of this time period. How exciting it must have been to see the power of a locomotive train shaking the ground as it passed along the tracks. The railroad served as an outlet for sending and receiving merchandise and a quicker way of traveling to and fro. The depot was also home to the Brentwood Post Office, a Western Union Telegraph office, and a Wells Fargo Express. The land where the depot once sat is now vacant and there are no signs of its former existence.

There were several train wrecks in and around Brentwood maybe because of the layout of the tracks in the area. People would come from miles away to see the wreckage. Apparently, they still do as witnessed by the train wreck of October, 2014!

Brentwood Post Office

Brentwood's first Post Office opened in 1881, the same year the St. Louis & San Francisco Railroad arrived. Before then a post office was located at Gunter, just south of Brentwood. The first Brentwood postmaster was Dock W. Fuller. Other early postmasters were James J. Crawford, Henry C. Skelton, Frank H. Rizer, and Thomas J. Bell. It is not known where the first post office was located, but shortly after the arrival of the St Louis & San Francisco Railroad, it shared space with the depot. Like so many other small town post offices, the Brentwood Post Office later shared space with a general store just east of the railroad tracks but still west of Highway 71. Frank L. Waggoner was postmaster from 1960 until 1964, when the Brentwood Post Office was

consolidated with the Winslow Post Office. Until about 1968, a rural branch post office was in the Brentwood Store on the east side of Highway 71.

Brentwood Odd Fellows Hall & Masonic Lodge

Brentwood had an Independent Order of Odd Fellows as early as 1907. Members of Lodge # 526 included T. D. Parker, J. T. Bell, and J. C. Hutchens. Brentwood also had a Masonic Lodge. Chartered on November 17, 1908, members of Masonic Lodge # 635 included F. A. Mann, Arthur Kelley, J. T. Bell, J. T. Parker, W.G. Parris, S. P. Hutchings, J. W. Mills, Steve Jett, C. G. Via, and J. L. Williams. Both fraternal societies shared the same building which was near the Brentwood Community Church. It is uncertain when the Order of Odd Fellows ceased operations in Brentwood, but the Masonic Lodge became defunct in 1919.

Brentwood Home Demonstration Club

In the 1930s Brentwood had an active Home Demonstration Club. Members included Mrs. Sid Brown, Clara Bulger, Mrs. Floy Coleman , Gladys Cox, Iva Cox, Mary Cox, Nadine Cox, Juanita Hilliard Duncan, Jessie May, Mrs. Tommy Middleton, Pauline Mills, Mrs. Gus Morgan, Mrs. Floy Parrish, Ethel Ramey, Edna Smith, Gertie Smith, Kary Smith, Vera Smith, and Retta Talley.

Brentwood Businesses of Note

Brentwood's first businesses were located near the train depot. In addition to the Brown family, early owners of property near the depot included D. M. Barron. By 1901, Will Hutchens was running a general store there. He sold almost anything an individual might need. If he didn't have it, he ordered it. He measured many men and ordered them suits which arrived tailor made. By 1913, Walter Huey purchased Hutchens' store. He added gas pumps around 1927. The store also housed the post office before it moved to the east side of town. Other stores and businesses near the depot included those of J. C. and Florence

Prater, Frank L. and Gladys Waggoner, and Aultia & Ora Standley, Norman Parrish, Jim Bell, Ira Healey, and E. L. Kress.

Around 1930 Walter D. Huey purchased property from Sid Brown on the east side of the new Highway 71 and opened a second general store, also with gas pumps. Many different families including those of E. W and Edna Throop, Raymond and Edith Harp, Lola Reed, H. J. and Clara Bulger, Aultia and Ora Standley, and Burl and Ruth Stout ran the store. This was the last location of the Brentwood Post Office before it merged the one in Winslow. This store was also a stop for the Jefferson Bus Lines. The store remained in existence for many more years although the bus quit stopping there sometime in the late 1980s.

Brentwood had many other businesses, too including blacksmith shops, sawmills, and tie and post yards. E. A. Budd built his first store in Brentwood, the E A Budd Post Company. Art Standley and John Chandler owned a large steam-powered sawmill. They provided all sizes of lumber and railroad ties.

One of the more recent businesses was the Gibson Basket Shop, first owned by John and Ellen Gibson. Like Christopher Columbus Gibson before them, they were known for their handmade split white oak baskets of many shapes and sizes. This shop, located on the west side of Highway 71, closed around 2004 when the Gibsons retired to Kentucky.

Join the

Washington County Historical Society

Become a member by filling out the form below and sending it with check to:

Washington County Historical Society
118 E. Dickson Street
Fayetteville, AR 72701

Name_____Phone _____

Address_____

City_____State_____Zip_____

Email_____

Membership Levels (check one)

❑ $15 Senior, Student, Public Libraries
❑ $25 General Membership
❑ $50 Trail Blazer
❑ $100 Explorer
❑ $250 Wagon Master
❑ $500 Pioneer
❑ $1,000 Statesman
❑ $5,000 Empire Builder

Washington County Historical Society is a 501c3 nonprofit corporation. Gifts above membership of $25 are tax deductible.

Nomination of Fire Station No. 1 for National Register of Historic Places

EDITOR'S NOTE: Information below is excerpted from a nomination put forward to nominate Fayetteville Fire Station to the National Register of Historic Places. The station was nominated under the criteria of community planning and development and politics/government. The building was approved for listing on the national register in May.

Summary Paragraph

The Fayetteville Fire Station No. 1 is an excellent example of a Mid-Century Modem Fire Station constructed in Fayetteville, Arkansas, between 1963- 1964. While a fine example ofthis type of modern design and construction, it also relays the story of the mid-century expansion of the City of Fayetteville in the areas of Community Planning and Development and Politics/Government.

Located in Fayetteville, Arkansas, the Fayetteville Fire Station #1 was one of three mid-century fire stations designed by well-known local architect T.E. Shelton between 1962 and 1964. This large, two-story, brick building with large protruding brick piers, creating seven bays, was built in 1963. The other two fire stations designed and built as part of the citywide bond issue still remain. Fire station No. 3, located at Drake Field retains a high level of integrity while the third fire station associated with the bond issue of 1962, at 1020 East Harold Street, has had a large compatible addition added to the west elevation and the extension of cantilevered horizontal bands across the former fire truck bays.

The site on which Fire Station No. 1 is located generally set

on the southwest corner of Center Street and Locust Avenue. Surrounding the fire station on the north side is Center Street.

Located to the east side of the fire station is Locust Avenue. To the south is a small nondescript stone building that once housed a small business and apartment. While to the west is a small residential neighborhood that remains in downtown Fayetteville. Fire Station No. 1 offers a remarkable contrast to the other buildings, which are older residential homes.

Narrative Description

Front Facade (North Elevation)

The front favade of Fayetteville Fire Station No. 1 faces north and is visually broken into seven bays. The seven bays are broken up by protruding brick, rectangular piers, with the two outside bays being identical and four fire truck bays being identical, leaving only the largest bay unlike any other. The northeast bay and northwest bay (Bays 1 and 7) of the fire station have tall, narrow, identical first and second story bays. The first floor bay consists of a floor to ceiling tall, narrow, window that stops at the second floor. The second floor of this bay, also has a tall, narrow window that starts about two feet from the floor and extends up to the ceiling. Bays 3-6 are also identical and are broken up by the protruding brick, rectangular piers. Bays 3-6 are home to the fire apparatuses, including trucks, engines and other service devices. Each of the four bay has a large garage door. Located above the garage door is a small rectangular panel covered in stucco that ends at the beginning ofthe second floor. The second story of these bays contain at three to four foot brick wall with a large stationary window broken up into three lights. Located above the window is anther three foot high brick wall capped with metal trim. All brick work on non-recessed brick, on the entire building, is set as a running or stretcher bond pattern, while all brick located within recessed areas, on the entire building, is set using a stacked bond pattern,

The last bay, Bay 2 is larger and more detailed than the other six. The first floor of bay 2 is broken into fifteen smaller bays,

Station No. 1, Fayetteville Fire Department, Center Street.

each separated by smaller one story brick, rectangular piers.

The first and the fifteenth bays are large with the first bay containing the fire stations main pedestrian entrance, with a glass transom above, while the fifteenth bay contains only brick fenestration. Bays 2-13 are all identical and contain a floor to ceiling window which stop at the beginning of the second floor. Other ornamentation located on the north elevation is the canti-

levered awnings over window and door openings.

The first cantilevered awning starts at the end of Bay 2 and wraps across all of Bay 1 and 2 and terminates shortly after coming onto the east elevation. This cantilevered awning is clad on the sides with ribbed corrugated aluminum, and underneath with stucco. The awning actually is set just below the floor line of the second story, and across over and partially below where

The station designation above two fire truck bays of Station No. 1.

the tall, narrow windows terminate into the second story floor. The band or awning actually extends beyond and over the rectangular pier and is uninterrupted. Located on top of this section of banding or awning, are four florescent lights, which illuminate the mid-century lettering "Fayetteville Fire Department." The second horizontal band starts out as a corrugated aluminum band over the top of the windows in Bays 1 and 2, but protrudes or cantilevers out over Bays 3-7. However unlike the first band or awning the band is terminated in the first and second pier, before extending uninterrupted across the other bays. Centrally located above this awning or banding is another florescent light illuminating the lettering "Station No. 1." The third horizontal band or cantilevered awning is located above the windows on the second story and extends the length of the elevation. However, every time the band or awning extends to one of the large rectangular piers the band is terminated and picks up the line again on the other side ofthe pier.

East Elevation

The east elevation also contains little ornamentation with the exception of window placements and recessed brick. Moving right to left across the elevation there is a small area of brick before the brick becomes recessed with three stationary windows located with that recessed area. The series of three windows is illustrated through the use of a single stationary window with a brick sill followed by a small band of brick before coming to two adjacent stationary windows with brick sills and the termination of the recessed area. The small band of brick is accented by the use of a different colored brick similar to the piers on the north elevation. Located between this recessed area and the next recessed area is a large blank brick wall with only two small louvered vents. The second recessed area contains a small rectangular window raised higher in the recessed area than the other first floor windows. With the termination of the recesses area there is another blank brick wall area before coming to a third recessed brick area. This recessed area is similar in size to the second recessed area, with the only difference being the size of the window in the recessed area. This recessed area is then terminated followed by another blank brick wall space. The fourth recessed brick area looks as though it once housed another truck or engine bay that has been infilled with a framed structure clad in wood and painted to blend in with the rest of the building. Within the infilled area there is a glass entrance door with a small metal awning above the entrance and two single-hung windows located to the left of the door before the recessed area is terminated once again. Following the termination ofthe recessed area, there is another small blank brick wall space before the elevation is terminated the comer. The second story follows the first floor through the use of the four recessed areas. The first recessed area on the second floor also contains two stationary windows. Within the second and third recessed areas, there is only a single small rectangular window with brick sill in each of those recessed areas. The fourth recessed area also contains two stationary windows. However, unlike the

The modern lines of Fayetteville Fire Station No. 1.

first story, located to the left of the last recessed bay there is a steel fire door, steel balcony and metal ladder to provide access to the roof. All of the windows on the first and second story are all aligned by the top of each of the windows.

South Elevation

The south elevation, like the east elevation, contains windows that are all set in a recessed brick area. All locations of first floor windows also contain a corresponding second floor stationary window in the recessed brick area. Moving right to left across the elevation there is a small blank brick space located in the southeast comer before coming to a recessed brick area, with a corresponding stationary window. All of the recessed areas terminated at the top of the second floor window. To the left of the recessed area, there is a small louvered vent located on the right side of the large blank brick wall space. To the left ofthe large blank wall space is another recessed brick area with two, four pane, center casement windows located within the

recessed area. The casement windows have a stationary pane on the top and bottom, while the center two panes pivot in an awning fashion. This casement window is one of the few original windows retained on the building. To the left of the recessed area, there is a large garage door bay, followed by a small steel, pedestrian entrance door to the left of the garage door. Located above and to the left of the pedestrian door, there is another small louvered vent. To the left of the louvered vent is another recessed area with similar casement windows described earlier. Located above and slightly to the left of the casement window, outside of the recessed area, there is a large blower exhaust vent with a tall metal stack that extends up above the parapet roof line. To the left of the exhaust vent, on the first floor, there is another large garage door bay. Located above the garage door bay on the second floor there is a steel entry door, steel balcony with railing and metal ladder to provide access both to the roof and the ground level. The ladder is directly adjacent to the left of the large garage door.

Another detail not already described about the second story is the location of a small window located to the right of the third recessed area. The top of the small window is in line with the top of the other windows on the second floor and is located above the small louvered vent found between the pedestrian entranceway and the third recessed area. One other piece of ornamentation is the location of the guttering system. There are four scuppers evenly spaced across the south elevation leading from the parapet wall. The guttering system includes the scupper, leader head, and downspouts that extend from the second floor down to ground level.

West Elevation

The west elevation, like the south and east elevations, contains windows that are all set in a recessed brick area. All locations of first floor windows and door, also contain a corresponding second floor stationary window in the recessed brick area. Moving right to left across the elevation there is a small blank brick space located in the southwest comer before coming to the

first recessed brick area, with two corresponding casement windows described previously. All of the recessed areas terminate at the top of the second floor windows. To the left of the recessed area is another blank brick wall, and then a smaller second recessed area with a casement window described previously. To the left of the recessed area is another blank wall space. To the left of the blank wall space there is a third recessed area, with a steel pedestrian entrance door.

To the left of this third recessed area is another large blank wall space before coming to a larger recessed area similar to the first recessed area described on this elevation.

Integrity

Though this building has remained occupied, the building retains a great amount of integrity; only two areas of the building have been changed over the last 51 years. The first change that has taken place is the replacement of approximately 80% of the casement windows with stationary windows. The other change that has occurred is the replacement of a single garage door with a pedestrian doorway. Though these changes have taken place, they do not negatively affect or impact the use or significance of the fire station to the City of Fayetteville.

Statement of Significance

The Fayetteville Fire Department Fire Station No. 1 in Fayetteville, Arkansas, is being nominated to the National Register of Historic Places with local significance under Criterion A for its significance in the areas of Community Planning and Development and Politics/Government. The Fayetteville Fire Department Fire Station No. 1 is a well-preserved example of a two-story Mid-Century Modern Fire Station in Fayetteville, Arkansas, constructed as part of a city wide development plan, as the City of Fayetteville continued to grow following the end of World War II. This building provides an outstanding example of Mid-Century Modern construction in Northwest Arkansas. Though the fire station exhibits features of the Mid-Century design, the real significance lies in the community planning and

development and government and politics side of its construction. Prior to the 1940s, "the university's enrollment formed less than five percent ofthe population."[1] That number would nearly double between 1940 and 1950, as the student population grew to 4,100. The population of the student body alone would continue to grow through the 1970s, when the student population hit 12,000. This tremendous increase in student population is one of the greatest reasons for the location of two of the three fire stations built in 1963. The other reason is the increase in the population and the expansion of the city through the graduation of the students from the University of Arkansas that stayed to work in the expanding manufacturing business that was sweeping through Fayetteville throughout the middle of the 1900s. Though the city leaders anticipated this new growth, in the city's first master plan from 1945, many of the development plans remained idle until the 1960s.

Fayetteville Fire Station #1 was one of three fire stations constructed in Fayetteville, as part of a bond proposal sent to the voters in 1962[2] The new fire stations reflected the new regional vitality, and were built to expand safety services to the City of Fayetteville, University of Arkansas and Drake Field (Fayetteville Executive Airport).

Narrative Statement of Significance

Fayetteville was founded in 1828 along with its surrounding Washington County, which became the seventeenth Arkansas County when it was official formed on October 17, 1828.[3] For years the industry of Fayetteville was mixed. The diverse economy included produce packing, lumbering and wagon production.[4] Just like Fayetteville, Washington County, Arkansas, began to grow following the end of the American Civil War. One of the reasons for its increase in population was the creation of the Arkansas Industrial University, now the University of Arkansas in 1871.[5] The school would come to be an important part of the local economy in Fayetteville and the surrounding area.

As the City of Fayetteville and the University continued to

expand and grow, farming, especially fruit, remained an integral part ofthe lives ofthe residents of Washington County and Fayetteville, Arkansas. As the county population increased steadily between 1870 and 1900, so did farm production in Washington County. As the population of Washington County nearly doubled between 1870 and 1900 from 17,266 to 34,000 residents, farm production and improved farmland on the other hand, nearly tripled in the same time period from 73,145 acres in 1870 to 23 8,000 farmable acres in 1900.[6] However, just like the farming industry in the area, those industries that are reliant on farming also were expanding in the region. It is noted that between 1939 and 1967, the number of manufacturing facilities rose from 33 to 93 and employment at this facilities rose from 500 to 7,000 workers. Most ofthese manufacturing jobs were located in industries directly associated with food processing, especially poultry.

Yet, even as the population and the industries of Fayetteville and the surrounding area grew, the Fayetteville Fire Department remained stagnant and continued to have trouble recruiting firefighters through the 1970s. Still just like most facets of the American culture, fire fighting would have to fight the pendulum of a U.S. depression, a World War, and an economy working to promote a higher education not yet seen in the frrefighting community.

For Fayetteville, the need for a fire department was not met until the 1870s. However, by 1874, the Fayetteville Volunteer Fire Department was "disbanded due to lack of encouragement of [sic] the city."[7] Consequently, the lack of a fire department did not last long, because by 1897 it is reported that the fire department purchased a "fire wagon" and by 1917 purchased its first fire truck.[8] Still by the 1970s, the fire department was having trouble recruiting volunteers even when being compensated for their time. It is noted that the worst response time took place when most men worked, therefore the Fire Chief and the City saw the need to replace volunteers with career firefighters as the volunteers retired.[9]

Though the City of Fayetteville experienced the ebb and flow ofthe early 1900s, they were not unique to the situation, as other cities and town shared their experience. It is noted that in big cities they had to replace their volunteer firefighters with full-time, paid staff, when the volunteer firefighters, "in spite of their gratuitous service, became far too costly for growing cities."[10] The idea of being too costly was not in dollars and cents, paid for trucks and staff, but in the loss of property due to fires. Cities of all sizes developed their own firefighting problems including congested areas, frequency of fires, and other situations that slow the ability of getting to a fire from the station. This greatly affected the volunteers as the need to leave their place of employment, get to the fire station and then travel to the fire especially with bigger, faster, and more powerful fuefighting apparatuses.

These situations mentioned above all played into the planning and develop of new fire stations in the City of Fayetteville starting as early as 1945 with the first master plan. As the City of Fayetteville set out to begin the master plan for the city, they invited the City Councilmen, City Planning Board, the Extension Committee of the Chamber of Commerce and others to a special session to discussion the two plans presented and send one of the plans to L.A. Henry, an expert planner, in Little Rock for "proper coordination." As part of one of the plans presented to the larger gathering, the need for a fire station in the northwest portion of the city was expressed.[11]

Though the plan was accepted in 1945, it was largely an unused document until1961 when it was "dusted off and updated with an eye toward application for federal planning and urban renewal funds."[12] Like the 1945 Master Plan, the 1961 updated plan was rarely used due to day-to-day operations.[13]

With a city wide plan in the hands of city planners from 1945 and 1961, the wheel of progress moved slowly but effectively in retrospect. Though no fire station was built in the northwest section of Fayetteville, the idea was not wasted. As in any city wide planning projects, planners have to take what they are

seen developing and create the master plan off what they feel will continue to happen in the city over the next 20-30 years. In the case of Fayetteville, those involved with the initiation plan felt like the northwest section of the city would grow given the enlargement of the University of Arkansas both academically and through development just north of the campus because of the campus.

Consequently, in the nearly 20 years since the plan's creation in 1945, which called for the fire station in the northwest section of the city, the development of the city gradually moved away from that area. The new development trend focused more to the northeast and southeast sections of town along U.S. Highway 71 for new fire stations, while expanding in the downtown region of the city. Therefore, in November of 1962, the city called for a vote to issue bonds to alleviate the stress on the fire department while also voting on bonds for a city nursing home and police station/jail/ court building.

The architect hired to help in creating plans for the buildings under consideration as part of the bond issues, was local Fayetteville Architect T. Ewing Shelton. Thayer Ewing Shelton was born in Fayetteville, Arkansas, in 1899 to farming parents and spent his early years working the farm and managing his family's acreage. Deeds and ads from the 1920s show that Shelton spent some time selling woodlots to help his family make a living.[14] Shelton went on to become an engineer and worked in home construction in Oklahoma and Texas, though it is unknown if he received a degree in engineering or architecture. What is known is that Shelton was active with the Works Progress Administration, overseeing the construction and renovation of several Arkansas courthouses during the depression, including the Baxter County Courthouse in Mountain Home, Arkansas, and the Franklin County Courthouse in Ozark, Arkansas. Following World War II, Shelton moved back to Fayetteville and opened an office in the First National Bank building on Dickson Street. During his time as an architect in Northwest Arkansas, Shelton worked mainly on public projects including city and county buildings.

However, T. Ewing Shelton was best and most widely known for his designs for Maximlite schools. The patent date for his design is July 31, 1956.[15] By this time there were Maximlite schools constructed and in use in several states, the first of which was built in Eureka Springs in northwest Arkansas in 1954. Shelton went on to build schools in more than twenty states, franchising out his designs to local architects who worked under the name of Maximlite Schools. The states with the most Maximlite schools are found in the Midwest; in Arkansas, Oklahoma, and Missouri. The farthest reaches of Maximlite design extended to Esparto, California; Bowdoin, Maine; and Boyle, Alberta, Canada. While the reach of Maximlite Schools was quite large, like many mid-century school design movements it was short-lived, with the last Maximlite schools built in the early 1960s. Following his time constructing Maximlite schools, he returned to designing public buildings including all of the buildings that fell under the 1962 bond issue.

As part of the bond that was being voted on, on November 6, 1962, it called for $300,000 for "the sites for and the construction and equipment of buildings for the housing of firefighting apparatus, and the purchase of the firefighting apparatus."[16] At the time of the vote on the bond the current fire station was already up for sale. It also noted that the Central fire station on Block Street, "was inadequate in size to contain the firefighting equipment urgently needed by the City .... The central fire station (under proposal), located near the center of town, will contain equipment for fire protection for that area plus single unit apparatus that will have special uses for the entire city. One Unit will be an aerial ladder. As buildings continue to be built higher, this becomes more and more necessary. Another unit will be a rescue unit completely equipped to afford onthe- spot emergency rescue wherever needed."[17]

Consequently, the vote on November 6, 1962, allowed for all three of the bond issues to pass including the three fire stations, city police/jail/court, and the convalescent/nursing home addition to the City Hospital.[18] Even with all ofthe advertising

that went on to promote the bond issues, some of the strongest arguments for the bond came through the City's explanation of financial perks to the citizens. One of the main arguments presented to the votes was that the construction of these fire stations would help in adjusting the fire insurance rate throughout the city by maintaining or increasing the towns fire classification, all while keeping the expansion of the city in mind while setting the fire insurance rate.[19]

With the voter's approval of the bond issues on November 6, 1962, it was not until November 24, 1962, that City Council began taking bids on the sale of bonds,[20] and the City Council approving the bond sale only two weeks.later.[21]

It would be nearly a month and a half before the City Council voted to settle the location of the Central Fire Station, or Fire Station No. 1, when they voted to approve the furchase oftwo pieces of property located at the intersection of Locust and Center Streets.[22] The purchase of the property would be partially funded from the sale of the old Central Fire Station on Block Street, $25,000, and the only about $11,000 would be used from the bond money. At the time of the vote on the purchase of the property, a few councilmen were still advocating for the city to purchase a vacant parking lot and built on that location. However, at the insistence of Mayor Guy Brown and Fire Chief Burl Skelton, the vote on the comer lot at Locust and Center was cast and passed by the Council. [23]

With the location of the Fire Station settled, the bids for the construction project were finally advertised by March 1963. In the request for bids send out by the city, it called for a single bid for all three of the fire stations that were accepted as part of the bond issue. Upon unsealing the bids on April 26, 1963, the council deferred action on the bids due to a dispute on the bid until May 9[24] At the City Council meeting on May 9, 1963, the city approved the bid by Shirley Construction Company, of Fayetteville, for the Central Fire Station. Shirley's proposed bid totaled $145,737, with the next lowest bidder being Bengal Construction of Fayetteville with a bid of $146,400.[25]

Though the bids approved for Shirley Construction Company, the time in which they had to construct the building was still up for debate. [26] In an article from May 10, 1963, it stated construction would be complete in 240 days while only four days later the paper reports that the construction crew only had 170 days to construct the fire station. With the construction about to begin on the Central Fire Station, editorials in the Northwest Arkansas Times, were already boasting about the protection they will have due to the construction ofthese three stations. It states:

> "It won't be long before all are finished and Fayetteville firemen will be in a better position to protect the city from the danger of destructive flames. For many years this city has boasted a fine record of fire protection. The fire department has been built up, with more men and added equipment, over the past few years particularly, and a training program has been maintained both of regular staff and the many volunteers who keep fire damage at a minimum.
>
> The additions of the new central fire station and two "wing" centers, north and south, will enable the record to be maintained- and improved."[27]

From June 1963 through February 1964, construction on all ofthe projects including the Central Fire Station was in full swing. It was stated in February 1964 that the Police Station and the Central Fire Station were nearing completion,[28] yet three months later in July 1964 the same argument was made.[29] Even while it was nearing completion, the final specifications were being discussed with the public. The New Central Fire Station would have "accommodations for about 30 men and space for about 4-6 trucks in its apparatus room."[30] The new 15,000 square foot Central Fire Station would also provide enough room for "sleeping and cooking facilities, a large meeting room, a hose storage room, and a dispatcher's office."[31] The contractor on the site, Odgen Shirley, of Shirley Constructions, was optimistic when he stated if bad weather held off they could have the Central Station completed in 20-30 days.[32] Bad weather must have remained in

the area because by July the Central Fire Station was still being completed while the two "wing" centers were completed and turned over to the city, though they were not occupied.[33] Once the final touches were completed on the Central Fire Station, it had already taken a year and a half to complete the project from start to finish. Yet, the transfer of the equipment from the fire station on Block Street to the new Central Fire Station took less time than finding a parking spot to view the new station. It took three minutes to transfer all trucks and crews from the old building, since most of the equipment was already installed under the construction contract.[34]

In order to allow for public viewing of the new fire station, the city announced an open house for all of the new public facilities between 2 and 5 p.m. on July 18 and 19. It was expected that while the two wing stations were completed but unoccupied, that they would be operational by the fall due to fact that the city was waiting for new fire apparatuses to arrive.[35]

With the completion of the buildings associated with the bond issue, the city was able to use the City's Master plan ideas to accurately accommodate the need for fire stations and fire apparatus throughout the City of Fayetteville as it continued to grow. Though the University of Arkansas had already had a fire station located within the boundaries of the campus, on Maple Street,[36] all of the fire alarms were tied into the Central Station downtown. Due to the amount of students attending the University of Arkansas at the time, having the Central Fire Station only blocks from the campus provided security for both the students and the smaller fire station on campus in case of a large fire. By positioning the Central fire station on the edge of downtown but between downtown and the campus the Central Fire Station was able to respond in a quick and timely manner in the case of a building fire in either location.

However, of the four fire stations built between 1962 and 1968, only two remain enough integrity to be listed on the National Register of Historic Places. Therefore, the Fayetteville Fire Department Fire Station No. 1 in Fayetteville, Arkansas, is being

nominated to the National Register of Historic Places with local significance under Criterion A for its significance in the areas of Community Planning and Development and Politics/Government. The Fayetteville Fire Department Fire Station No. 1 is a well-preserved example of a two-story Mid-Century Modem Fire Station in Fayetteville, Arkansas, constructed as part of a city wide development plan, as the City of Fayetteville continued to grow following the end of World War II.

ENDNOTES

1. Shiloh Museum, *The History of Washington County Arkansas* (Springdale, Arkansas: Shiloh Museum, 1989), 86-87.
2"Answers To Your Questions About the City Bond Issues," *Northwest Arkansas Times*, 1962 November 1, 1 and 7.
3 Shiloh Museum, *The History of Washington County Arkansas* (Springdale, Arkansas: Shiloh Museum, 1989), 86-87.
4 WilliamS. Campbell, *One Hundred Years of Fayetteville: 1828-1928* (Jefferson City: Journal of Marian Tebbetts Banes 1928; reprint Fayetteville: Washington County Historical Society, 1977), 37-43 (page citations are to the reprint edition).
5 John H. Reynolds and David Y. Thomas, *History of the University of Arkansas* (University of Arkansas: Fayetteville, 1910), 48.
6. Shiloh Museum, 227.
7. "History of the Fire Department," http://www.accessfayelleville.org/governmentlfire/history of the fire departmen index.cfm. (Accessed on 6 January 2015 .
8. Ibid.
9. Ibid.
10. John Morris, *Fires and Firefighters* (New York: Bramhall House, 1955), 357.
11. "Coordination of City Plans is Projected," *Northwest Arkansas Times*, 20 April 1945, 1.
12. "The Big Plan," *Northwest Arkansas Times*, 31 May 1945,3.
13. Ibid.
14. "Wood for Sale," *Fayetteville Daily Democrat*, 12 November 1921, 2.
15. Shelton, T. Ewing. School Building. US Patent 2,756,584, filed August 2, 1952, and issued July 31, 1956.
16. "Answers to Your Questions About the City Bond Issues," *Northwest Arkansas Times*, 1 November 1962, 7.
17 Ibid.
18. "Voters Approve 3 Bind Issues," *Northwest Arkansas Times*, 7 November 1962, 1.
19. "Answers to Your Questions About the City Bond Issues," *Northwest Arkansas Times*, 1 November 1962, 7.
20. "Council to Accept Bids on Municipal Binds Monday," *Northwest Arkansas Times*, 7 November 1962, 1.

21. "Council Okays Sale of Bonds to Finance New City Facilities," *Northwest Arkansas Times*, 5 December 1962.
22. The comer lot was owned by the Eva Johnson Estate and the lot just to the west ofthe comer lot was owned by Bob White. The city paid $18,500 to the Eva Johnson Estate and $17,500 to Bob White. ("Purchase of Property For New Central Fire Station Approved," *Northwest Arkansas Times*, 29 January1963, 1.)
23. "Purchase of Property For New Central Fire Station Approved," *Northwest Arkansas Times*, 29 January1963, 1.
24. Though the dispute is noted in the newspaper article, at no point does it ever say what the dispute was over. ("Council Defers Action on Fire Station Bids," *Northwest Arkansas Times*, 1 May1963, 1.)
25. "City Council Accepts Bids on New Police, Fire Station." *Northwest Arkansas Times*, 10 May1963, 1.
26. With the length of time still under debated for the Central Fire Station downtown, the bids for the two wing stations were still out. The contracts for the other two wing stations, one in northern Fayetteville off Stubblefield Road (now Harold St.) and one located along US Highway 71 at the north end of Drake Field, were finally let by June 7, 1963. The contract was let to Tune Construction of Fayetteville, at a low bid of$69,569. It was $1,958 lower than the next low bid by Shirley Construction. With these contracts let all of the projects considered under the original bond proposal were fmally under contract. ("Fire Station Contracts Let," *Northwest Arkansas Times*, 7 June 1963, 1.)
27. "For More Protection," *Northwest Arkansas Times*, 8 June 1963, 1.
28. "City's Fire, Police Buildings Near Completion," *Northwest Arkansas Times*, 17 February 1964, 8.
29. "Lafayette We are Here: City Paving Job Almost Done," *Northwest Arkansas Times*, 3 July 1964, 1.
30. "City's Fire, Police Buildings Near Completion," *Northwest Arkansas Times*, 17 February 1964, 8.
31. Ibid.
32. Ibid.
33. "Lafayette We are Here: City Paving Job Almost Done," *Northwest Arkansas Times*, 3 July 1964, 1.
34. "Moving Day," *Northwest Arkansas Times*, 10 July 1964, 1.
35. 0pen Houses Scheduled for New City Buildings," *Northwest Arkansas Times*, 11 July 1964, 1.
36. The Fire Station on Maple Street was relocated some time in 1967 in a land swap between the City of Fayetteville and the University of Arkansas. The building is identical to the two smaller stations built as part of the bond issue in 1962. ("Accomplishments Under Manager System Traced," *Northwest Arkansas Times*, 24 January 1968,5.

Call for Submissions: Prize for Writing Articles on History of Washington County

The Washington County Historical Society announces the ninth annual competition for the Walter J. Lemke Prize and the Lessie Stringfellow Reid Prize with a call for articles.

Topics can be on any phase of Washington County's history or archeology, deal with an individual or institution connected with the county, and can address any time period. The competition is open to professional and amateur historians alike.

A $250 prize is offered in each of two categories: the Walter J. Lemke Prize for best article about Washington County history with preference given for subjects outside of Fayetteville; and the Lessie Stringfellow Read Prize, with preference given for best article about Fayetteville. Winners will be recognized at the society's annual meeting each October.

Manuscripts will be judged on their contribution to the expansion of the county's history; the originality of the subject; and, the use of primary and secondary sources. The manuscripts must be original material, and must not have been previously published; no more than 40 pages, typed, preferably with endnotes, which do not count toward the 40-page limit. The title page should contain the heading "WCHS PRIZE," the full title of the manuscript, the author's name, mailing address, telephone number, and email address.

Entries become the property of the Washington County Historical Society and will not be returned to the author. All submissions will be considered for publication in *Flashback*. The historical society reserves the right to award one or no prizes.

Copies of all entries in the Lemke Prize will be deposited with the Special Collections Department at the University of Arkansas Libraries. Entries may be mailed to Lemke Prize, Washington County Historical Society, 118 E. Dickson Street, Fayetteville, AR 72701, or e-mailed to charlie.alison@gmail.com by June 30, 2016.

For additional information on the prizes, please contact Charlie Alison at the above mailing address, at 575-6731 or at charlie.alison@gmail.com.

Nomination of Fire Station No. 3 for National Register of Historic Places

EDITOR'S NOTE: Information below is excerpted from a nomination put forward by the Fayetteville Historic District Commission to nominate Fayetteville Fire Station No. 3 to the National Register of Historic Places. The fire station is located at Drake Field, the city's municipal airport. The Statement of Significance was very similar to that of the nomination for Fire Station No. 1, and was left out here for space. The building was approved for listing on the national register in May.

Summary Paragraph

The Former Fayetteville Fire Station No. 3 is an excellent example of a Mid-Century modem Fire Station constructed in Fayetteville, Arkansas, between 1963-1964. While a fine example ofthis type of modem design and construction, it also relays the story ofthe mid-century expansion of the City of Fayetteville in the areas of Community Planning and Development and Politics/Government. Located in Fayetteville, Arkansas, the Fayetteville Fire Station No. 3 was one of three mid-century fire stations designed by well-known local architect T.E. Shelton in 1963.

This small, one-story, brick building with large protruding brick piers, creating five bays, was built in 1963. The other two fire stations designed and built as part of the citywide bond issue still remain. Fire Station No. 1, or Central Fire Station, retains a high level of integrity while the final fire station, at 1020 East Harold Street, has had an incompatible front porch roof and new windows.

The site on which Former Fire Station No. 3 is located, is generally set on the northwest comer of the Fayetteville Municipal Airport (Drake Field). Surrounding the fire station on the north

side is a large grassy area and part of the airport tarmac. Located to the east side of the fire station is another portion of the airport tarmac. To the south is a small nondescript metal building that houses a small business associated with the airport. To the west is a U.S. Highway 71. Fire Station No. 3 offers a remarkable contrast to the other buildings, which are newer nondescript metal buildings associated with the airport or surrounding businesses.

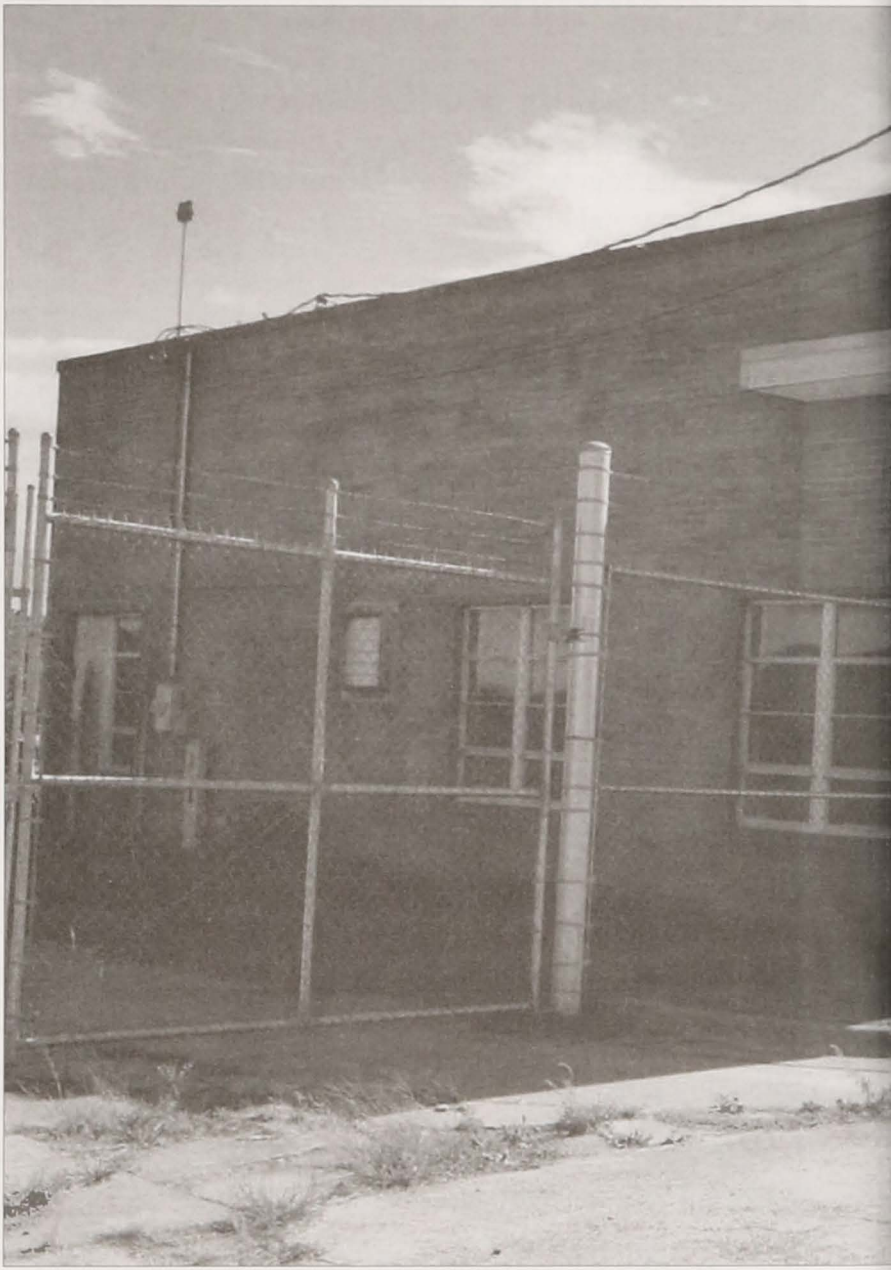
Narrative Description

Front Facade (North Elevation)

The front facade ofthe Former Fayetteville Fire Station No. 3 faces west and is visually broken into five bays. The five bays are broken up by protruding brick, rectangular piers, with Bays 1 and 4 being identical and Bays 2 and 3 being identical fire truck bays, leaving only Bay 5 unlike any other. The bays to the right and left of the two fire truck bays (Bays 1 and 4) of the fire station consist of a floor to ceiling tall, narrow, window that stops at the same height as the large rolling overhead door found in the fire truck bays. Bays 2 and 3 are also identical and are broken up by the protruding brick, rectangular piers that extend above the parapet wall. Bays 2 and 3 are home to the fire apparatuses, including trucks, engines and other service devices. Each of these two bays has a large rolling overhead garage door. Located above the garage door is a small rectangular panel clad in brick that ends at the top of the parapet wall. All brick work on the nonprotruding piers brick, on the entire building, is set as a running or stretcher bond pattern, while all brick located within protruding piers, on the entire building, is set using a stacked bond pattern,

The last bay, Bay 5 is smaller but more detailed than the other four. The main fenestration on Bay 5 is the location of the front door and two, center casement windows. The front entrance door is located on the left side of the bay nearly adjacent to the tall, narrow window of Bay 4.

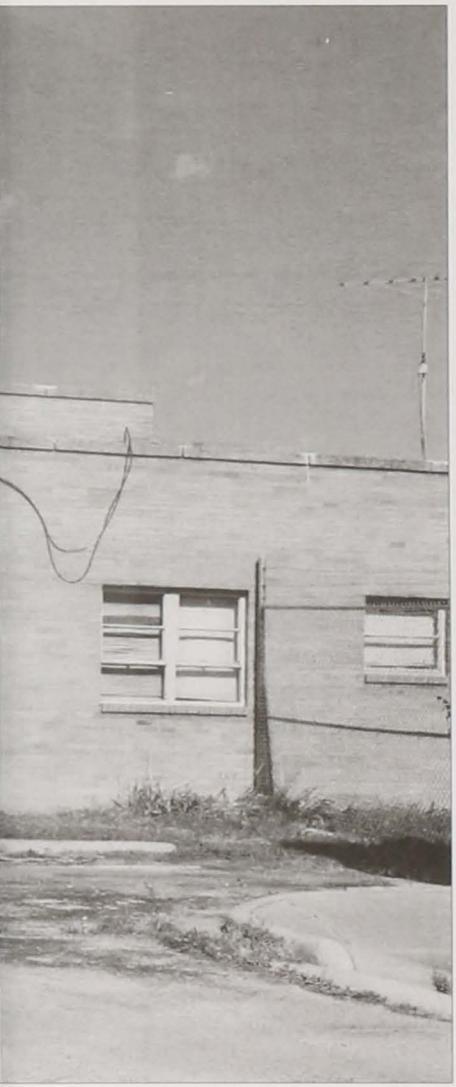
Located above the steel entryway is a glass transom. To the



Fire Station No. 3 at the Fayetteville Municipal Airport, Drake Field.

The south facade of Station No. 3

right of the steel entrance way are two adjacent, center casement windows, with a stationary window located above and below the casement. Other ornamentation located on the west elevation is the cantilevered awnings over window and door openings. The



first cantilevered awning starts at the protruding pier between Bay 3 and 4 and wraps across all of Bay 4 and 5 and continues to extend around the comer on to the south elevation before terminating at a protruding pier on the south elevation. This cantilevered awning is clad on the sides with ribbed corrugated aluminum, and underneath with stucco. The awning actually is set just above the window line of the first story, and across and partially below where the tall, narrow windows of Bay 4 are terminated. The band or awning actually extends beyond and over the rectangular pier and is uninterrupted. Located on top of this section of banding or awning, are four florescent lights, which illuminate the mid-century lettering "Fayetteville Fire Department."

The second horizontal band starts out as a corrugated aluminum band over the top of Bays 4, but protrudes or cantilevers out over Bays 1-4. However unlike the first band or awning this band is terminated on the north elevation. Centrally located above this awning or banding is another light fixture which used to illuminate the lettering "Station No. 3."

Front facade, Fire Station No. 3 at the Fayetteville Municipal Airport, Drake Field.

North Elevation

The north elevation also contains little ornamentation with the exception of window placements and a louvered exhaust vent. Moving right to left across the elevation there is a small area of brick before coming to two adjacent center casement windows identical to those found on the west elevation. To the left of the casement window is another identical casement win-

dow. To the left of that casement window is a metal louvered exhaust vent from the fire apparatus bay. To the left of the exhaust vent is a large area of unomamented brick before coming to a narrow center casement windows located two to three feet off the ground but adjacent to another steel entry door. To the left of the entrance doors is another small area ofunomamented brick before terminating at the comer.

The White Rock Lane no longer contains the school house building, but only a small structure that was once used as a community center for the White Rock/Double Springs families.

After the consolidations, school buses became essential for student commute. The first school bus began running in 1930, after the Highland School consolidated with the Farmington School District. Farmington had one bus route for a period of time, but soon more buses were added for those children making the long commute to and from school every day.

In the mid-1940s, a group of high school students painted a mural on the wall of the basement cafeteria. Students Jack Decker, Willene Hickman, Shirley Kehn, Norma Jane Broyles, Gale Cato, and Jimmie King were assisted by a local artist, Mary Sharp. The mural was a painting of local buildings such as the Farmington grade school and high school, Starks Nursery Headquarters house, Starks fruit packing shed, and a mule barn. When the mural was completed, the students and their teacher held an open house to the community to unveil their masterpiece; to their surprise, five hundred guests attended to admire their work.

The Farmington yearbook, named *The Cardinal*, was first printed in 1948 with Eddie Simpson as the advisor and Jimmy King as the editor. The high school mascot was the Cardinal, and the Jr. High mascot was the Blue Jay for a short time.

In the early 1950s, many new features were added to the grade school, such as a long hallway, three new classrooms, administration office, and indoor bathrooms. Indoor bathrooms were also added to the high school. Prior to these renovations, the outhouses, also called privies, were used. The boys' privy was south of the school, and the girls' privy was located southeast of the school in a low area known for flooding during rain storms. Along with the new additions came gas heating, eliminating the need for wood stoves in each room.

Farmington's first basketball teams played on outdoor courts. Students brought hoes from home, raking and patting the court until the dirt was packed. The courts were marked with lines of

lime or flour. In the early 1950s an indoor gymnasium was built. In between two sections of bleachers was a stage used for school productions and social events. The Farmington High School song was often sung at the ballgames and other social events:

There is no place like Farmington
Dear old Farmington High
Where the girls are the fairest
The boys are the squarest
Of any old school that is nigh
There is no place like Farmington
Unity is our cry
We'll all stick together
In all kinds of weather
For dear old Farmington High

In the days before television, internet, and cell phones, school events served as the community's social time. Adults and students attended ballgames, high school plays, musicals and the Halloween carnival. Farmington's high school students started new traditions of class picnics at Lake Wedington and the Harmon playfield in Fayetteville, along with senior class trips, mock weddings, senior class pictures and the annual spring play. Many of the traditions lasted for several decades.

Later additions to the community included a new high school, built in 1959. That same year Farmington organized the school's first football team. The first field was south of the school, and with no lights all of the home games were played in the afternoon, or at the Prairie Grove or Lincoln fields. The new football field west of the gymnasium was completed in the fall of 1963 and featured lights, bleachers, bathrooms and a concession stand.

Over the years, many expansions have taken place in the Farmington School District, including new grade schools, a middle school, and ball parks. At the time of this publication, construction is taking place on a performing arts center, and a

ter plan from 1945, many of the development plans remained idle until the 1960s.

Fayetteville Fire Station #3 was one of three fire stations constructed in Fayetteville, as part of a bond proposal sent to the voters in 1962. The new fire stations reflected the new regional vitality, and were built to expand safety services to the City of Fayetteville, University of Arkansas and Drake Field (Fayetteville Executive Airport).

EDITOR'S NOTE: The nomination of Fire Station No. 3 included a statement of significance with background on Fayetteville and development of the Fire Department. It is very similar to the statement of significance for Fire Station No. 1 and so was withheld here for space.

Clarification

An article in the Spring 2015 *Flashback* edition about the nomination of Oaks Cemetery, the traditional cemetery used by the African American community in Fayetteville. The cemetery was nominated for the National Register of Historic Places, but the article left ambiguous the status of the nomination.

Oaks Cemetery did not qualify for the National Register of Historic Places, but it has been added to the State Register of Historic Places.

Make a Gift That Gives Back to You

You can leave a legacy for the Washington County Historical Society and secure a guaranteed income stream during your lifetime. How? Through a charitable gift annuity at Arkansas Community Foundation.

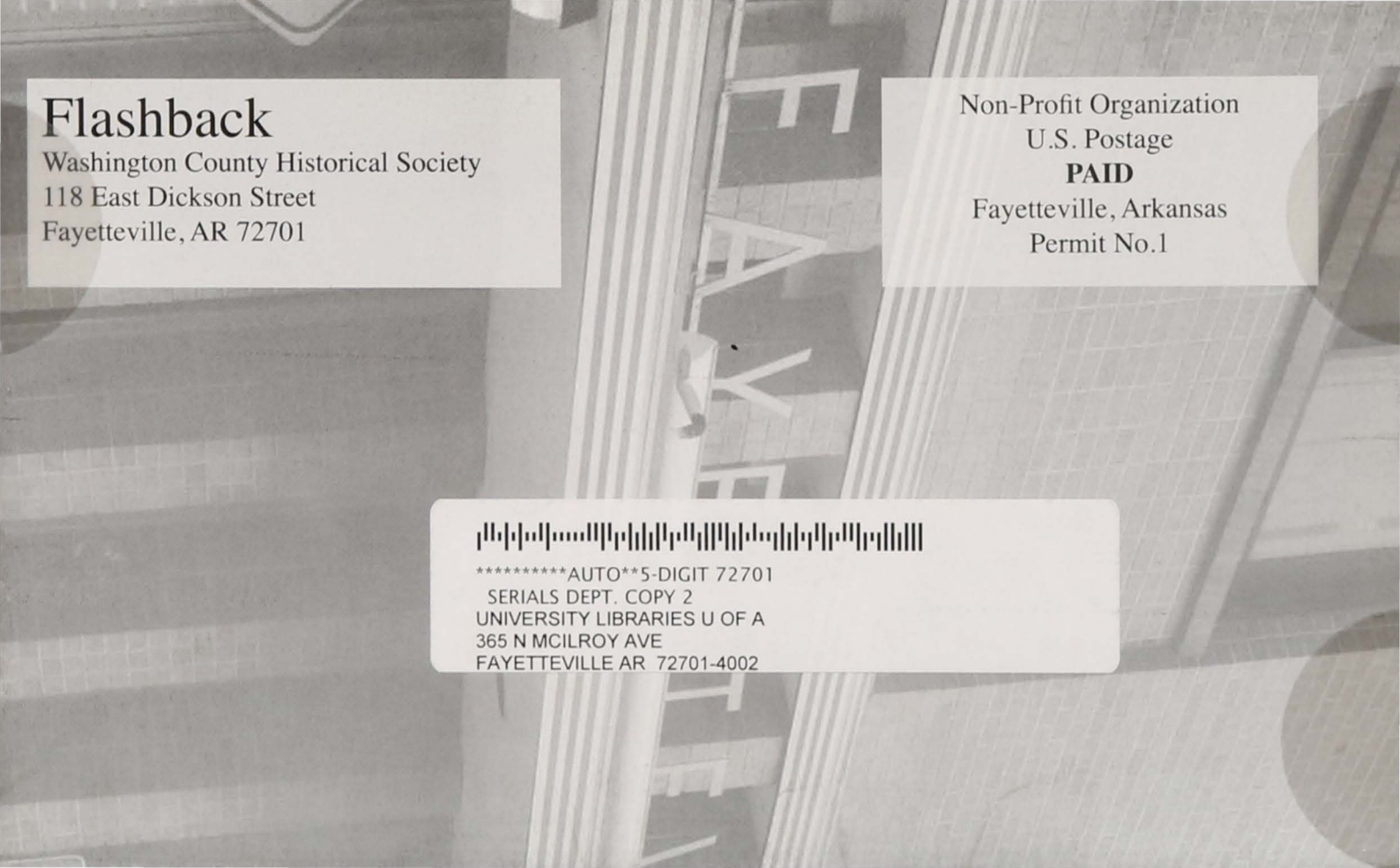
A charitable gift annuity is a contract between you and Arkansas Community Foundation. Under the arrangement, you transfer assets to the Foundation in exchange for a commitment from the Foundation to pay you a fixed sum for the remainder of your lifetime. After your death, the remaining principal and income is retained by the Foundation and used to support the programs of the Washington County Historical Society.

Current Rates (subject to change)			
Individuals Ages	Rate	Couples Ages	Rate
65	4.7%	Husband 65, Wife 60	4.0%
70	5.1%	Husband 70, Wife 65	4.4%
75	5.8%	Husband 75, Wife 70	5.8%
80	6.8%	Husband 80, Wife 75	5.3%

Rates are for illustration purposes only. The Arkansas Community Foundation will design a gift annuity to benefit you and the Washington County Historical Society.

Through a charitable gift annuity, you can increase your retirement income, postpone capital gains tax and receive an income tax deduction, all while make plans for a significant legacy gift to your community. Find out how you can support the Washington County Historical Society through a charitable gift annuity.

Contact Katie Tennant, executive director of Fayetteville Area Community Foundation, a local affiliate office of Arkansas Community Foundation. Contact her at fayettevillearea@arcf.org or 479-444-6880.



Flashback

Washington County Historical Society
118 East Dickson Street
Fayetteville, AR 72701

Non-Profit Organization
U.S. Postage
PAID
Fayetteville, Arkansas
Permit No.1

**********AUTO**5-DIGIT 72701
SERIALS DEPT. COPY 2
UNIVERSITY LIBRARIES U OF A
365 N MCILROY AVE
FAYETTEVILLE AR 72701-4002